vivors reached Halifax, N. S., with the news. The full extent of the disaster was not known until three days after it happened.

To-day's accident shows the progress toward the protection of life on the high seas that has been made in ten years.

As soon after the Republic was struck as it was possible to get the wireless in operation the electric waves were reaching out for hundreds of miles in every direction; carrying calls for help.

While the steerage pussengers screamed and fought and prayed, and the first class cabin passengers, frightened and hysterical but more reserved, were gathered in the saloon and reassured by the officers of the ship, the wireless operator, perched up in his little room high above the deck, was pounding out his flashes of alarm.

The fog was so thick that it was impossible to see more than a ship's length out over the oily waves.' As the engine and boiler rooms were flooded there was no steam, and the coughing of the exhaust and the shiver of the screws which the passengers had felt ever since they passed out by Sandy Hook yesterday were missing.

When passengers and colaw were assured that the ship would not sink immediately and the panic following the collision had calmed down the attention of the whole ship's company was directed to the bluish flashes that pierced the fog through the door and windows of the operator's room. These flashes were carrying bout the messages upon which the hopes of life

#### RELIEF QUICKLY ON WAY.

The first news of the disaster reached Newport by wireless at 8 o'clock and was imediately sent to The Evening World. Soon after that the wireless offices in this city and along the coast were picking up messages from La Lorraine and the Baltic, telling how the commanders of those vessels had received the alarm-and were on their way to the relief of the vessel in

Undoubtedly there was great relief on board the Republic when the wireless operator, ceasing for the first time, tired out, his efforts to shoot his messages of distress as far as possible, got an answer upon his delicate machinery. This was from the enaval station at Newport, stating that as-

Then came a flood of messages to the disabled vessel-messages from Nantucket, from Charlestown Navy Yard, from Newport, and from La Lorraine and the Baltic. As each of these bulletins was received it was read to the Republic's pastengens, and they felt a sense of awe, such as might attend the working of a miracle, as they realized that help had been summoned to them in their extremity by the flashes they had seen lighting up the gloom of fog above and around them.

#### CAN FLOAT INDEFINITELY.

The wireless reports from the vessels bound to the aid of the Republic were also quite heartening to the difficers of the White Star line in this city. It appears that Capt. Sealby utilized his wireless appartus solely for the purpose of sending out messages for help until he was assured that these messages had been heard and heeded.

Then he bethought himself to make a wireless report to his office in New York. This report did not reach the White Star line until some time after the news had been given to the officials by The Evening World.

There was a big sigh of relief in the White Star line offices when it became known that the Republic was still afloat and that La Lorraine and the Baltic were on their way to take off her passengers and crew should such a course be found necessary. It was stated for the line that the Re- names appear on the list, may not have gone aboard. The list does not public, with her watertight compartments, would be able to keep afloat include any of the steerage passengers, who were mostly foreigners. indefinitely with the engine room and boiler rooms flooded. But there was always danger of collision with another vessel, the Republic being no better R. as far as velocity and handling was concerned than a coal barge.

#### WHOLE COUNTRY WATCHES.

News of the mishap to the Republic had spread to the uttermost corners of the United States before noon, thanks to the wireless at sea and the MRS. ALAVENA. telegraph on land. Millions of people standing at bulletin boards in front MR. LEMUEL T. APPOLD. of newspaper offices throughout the country read with breathless attention MRS. H. H. ARMSTEAD. of the thrilling drama at sea being enacted, as it were, before their very eyes, although the actual scene-was more than fifty miles off the coast of

On board the Republic is a consignment of 500 tons of supplies for the MR. E. W. EEGIN. American battleship fleet now in the Mediterranean. These supplies, which were to have been landed in Gibraltar, were intended to take the place of MRS. BENNETT. relief merchandise taken from the battleships and given to the stricken suf- MISS BENNETT. ferers of the Italian earthquake.

## VESSEL SIX YEARS OLD.

The Republic was built at the Belfast, Ireland, yards of Harlan & MR. LOUIS BOURY.
MISS MARIE L. BOURY Wolff, Limited, in 1903, for the Dominion Line, which at that time oper-MRS. J. H. BROOKMIRF ated a passenger service between Boston and Queenstown and Liverpool.

MRS. J. L. CAPREOL.

The vessel was originally named the Columbus, but after the Boston service MISS C. F. BROCKMIRE of the Dominion Line had been acquired by the White Star Line, the name DR. JOHN A. CAVEN. was changed to the Republic. She is 570 feet long, 67.8 feet beam, and has MRS. CAVEN. a draft of 24 feet. Her tonnage is 15,378 gross and 9,742 net. She usually MR. A. L. CLARK. plies from Boston to Mediterranean ports, but during the winter makes MRS. CLARK. New York her American port.

On her recent arrival at New York the Republic brought the first band MR. P. CONVERY. of Italian earthquake refugees to reach American shores.

## BOAT THAT HIT LINER GONE.

Shortly after the news of the ramming of the Republic was received at MISS MIRLE C. COULTER. the offices of the White Star line, No. 9 Broadway, there was a meeting of MR. DAVID S. COWLES. the officials in charge of the operating end of the line.

"We are completely in the dark as to the identity of the vessel that MASTER WM. H. PARSONS MISS MAUD ETHEL JONES. rammed the Republic," said Mr. Franklin, one of the officials. "Our information is that this ship immediately steamed away from the Republic MISS ELSIE PARSONS COWLES. after the collision. This was not necessarily to escape. She may have been MRS. A. E. COWLES. MRS. J. S. CRANDALL damaged and may have drifted away, or her captain might have tried to get MR. SAMUEL CUPPLES.

The officers of the Republic are: I. Sealby, captain; R. L. Barker, purser; J. S. Stayner, chief steward; J. J. Marsh, surgeon; P. Giliberti, Italian MISS DAWES.

On every ship sailing between New York and Italian ports the Italian Government sends an official to look after the Italian steerage passengers.

He is called the Italian Royal Commissioner, and Dr. Paolo Gillbert was assigned to go on the Republic in this capacity. He didn't arrive in time to catch the Republic when she left at 3 o'clock yesterday, but was so eager to catch her that he engaged a tug, which overtook her near Sandy Hook, and the doctor was taken aboard.

## SEA TALE WRITER ABOARD.

One passenger who sailed on the Republic and whose name does not happen to appear on the list is J. B. Connolly, the author of sea tales, who was with the United States fleet when it started on its world-circling tour, but who quit the fleet before it had proceeded very far because, it is believed. the officers objected to being written about.

Shortly before the Republic sailed yesterday afternoon he was interviewed and said he was making the trip with the intention of rejoining the fleet this time at Gibraltar so as to make the journey home with it, having been granted special permission to do so by President Roosevelt.

CRASH HALTS WORLD TOUR. Mr. and Mrs. H. A. Hover, whose names appear on the Republic pas- Indifferent at times and at other desenger list, were also interviewed before the sailing yesterday. They are fiant, Bertha Blackman, a sixten-year- and threats, she marched back to the a Connecticut couple and came down to the pier in an automobile from old girl, sted before Magistrate Crane Subway and came home. their home, thus starting what they had planned as an around-the-world in Harlem Court to-day and sneered at automobile tour. The automobile was not put aboard the Republic, but his questions. Bertha Blackman does

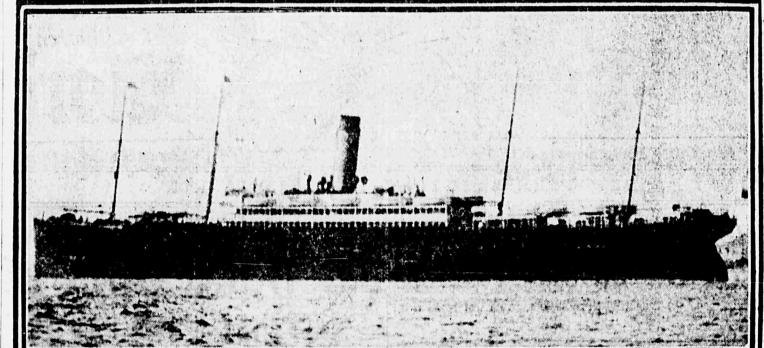
# Voting Coupon for American Beauty Chorus.

FTER careful examination and consideration of photographs published in THE EVENING WORLD of all the candidates for membership in Charles Frohman's American Beauty Chorus, to be selected by Evening World readers, I cast my vote for No. ......

> Address....

Fill out the blank spaces and mail coupon to "American Beauty Cherus Editor, Evening World, P. O. Box 1884, New York City."

# White Star Liner Republic Rammed in Fog and Sinking; Map Showing Scene of the Disaster



THE REPUBLIC

# List of Passengers In the First Cabin of Steamship Republic

Brayton Ives, Alexander S. Bell and Many Other New Yorkers Among Those Abroad the Ship Rammed in Fog.

The following is the latest list of cabin passengers in the possession of the line, according to the officials. It is, of course, possible that some of the persons who booked for passage on the steamship, and whose MISS M. MACKENZIE.
MISS MARY MACOMBER.

I Sealby, Commander.

L. Barker, Purser. J. S. Stanyer, Chief Steward. J. J. Marsh. Surceon.

P. Giliberti, Italian Surgeon. MR. PIETRO ALAVENA. MILS GRACE E. ATWATER. MRS. M. R. BASKERVILLE. DR. B. BARKER BEESON. REV. P. A. REGIN

MR. LEON BOURGEOIS. MRS. BOURGEOIS AND INFANT.

MRS. COCKCROFT.

PROF. JOHN M. COULTER. MRS. COULTER. MISS GRACE A. COULTER. MRS. COWLES AND MAID.

COWLES. MISS SOPHIA CURTISS. MRS. JOHN T. DAVIS. MISS HALLIE DAVIS.

"What Right Have You to

Demand I Tell You

Things," She Asks.

MASTER HENRY G. DAVIS AND MISS ALICE MASON. NURSE.

MR. W. P. DEVERAUX. MRS. DEVERAUX. MR. HENRY T. DODGE. MISS ADELHEID DOEPKE. MR. SAMUEL DOUGHTY. MRS. DOUGHTY. MISS OLGA DOUGHTY AND MAID MRS. ALICE MORSE EARL. CAPT. DR. E. A. EHRENFUND. MAJOR JOHN ESPY. MRS. ESPY MRS. ELENA ESPOSITO MR. MORRIS L. FISCHBAIN. MR. WALTER C. FISH MR ROBERT FRIEDERICHSEN. MR JOHN A. GANO.

MRS. J. A. GANO. MISS KATHERINE V. GANO. MISS I. L. GEURGE. MR. FRED J. GILFALLEN. MISS E. A. GILFALLEN. MISS SUSANNA GLOVER. MRS. HERBERT L. GRIGGS. MISS HALL MR. CHARLES HART. MRS. HART

MISS S. M. HAWES AND MAID. MR. S. H. HEDGES. MRS. HEDGES. MISS L. J. HEWITT. MRS. C. L. HILL MR. H. A. HOVER MRS. HOVER.

MISS HART.

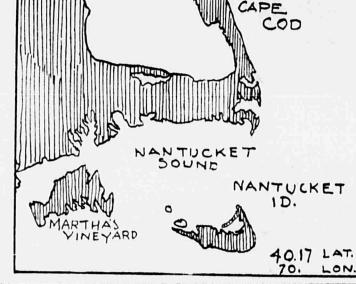
MRS. LYNCH.

MISS ANNA JOSEPHINE INGER- MR. G. NEWMAN. SOLL. GEN. BRAYTON IVES AND VALET. COUNTESS PASOLINI. MR. ARTHUR LAMB. MISS OLGA ESTOTO LAN. MR. A. O. LARKIN AND VALET. MISS A. F. LARKIN. MR. CHARLES LAW. MR. J. E. LILLY. MR. M. V. LINWELL. MR. EUGENE LYNCH.

Tenth street, to spend the night.

obedience to no one but herself."

Sadie Disappeared.



MISS AUGUSTE MARGEDANT. MRS. JAMES MASON. MISS MASON. MR. J. E. M'ALINDEN. MR. J. F. M'CARTHY. MRS. M'CARTHY. MISS E. M'CREADY. MISS I. M'CREADY MISS G. M'CREADY MR. SAMUEL P. M'GIVERNEY.

MR. L. L. M'MURRAY. MRS. M'MURRAY MRS. C. C. M'NEIL MR. ALBERT W. MEAD. MRS. MEAD MR. J. S. MELCHER. MRS. MELCHER MR. J. R. MELLON. MRS. MELLON

AND MAID MISS MATHILDA MERMOD, MISS ALICE MERMOD. MR. GEORGE F. MERRIT. MR. REUBEN MILLER. MRS. MILLER MISS RUTH MILLER. MR. W. J. MOONEY. MRS. MOONEY. MISS E. P. MOORE. MR. MORRIS. MRS. MORRIS MR. MORRIS JR. MISS MORRIS. MISS FRANCES CLARY MORSE. MISS MARJORIE MOTT. MRS. J. S. MULLIGAN. MR. M. J. MURPHY. MRS. MURPHY MR. J. W. NORRIS

DR. J. A. PEEPLES. MRS. PEEPLES. MISS G. W. PERKINS. MRS. ANDREW J. PETERS. MR. HUGO PETERSON. MR. PHELPS. MRS. PHELPS. MR. C. F. POND MR. WM. REDFIELD PORTER. MRS. PORTER. MRS. A. DE. POTTER.

#### rooms, at No. 77 East One Hundred and Julius Blackman put his foot down and forbade Sadie to see Bertha on Nov 2. The next day Sadle went away and her family has not seen her since. "What right have you to boss Sadle," said Bertha. "No one in this world has the right to boss another. We anarchists are free. Sadie is an anarchist and not one of a dull herd of driven

WASHINGTON, Jan. 23.-The Federal After three days Blackman did pre- Grand Jury, which is inquiring into the vali on Bertha to say she would take Panama publications, met to-day an him to the place where Sadle was. She hour earlier than usual. There was but took him out to West Farms and to the one witness, William Nelson Cromwell, door of the Bronx Zoological Park, the New York lawyer, who figured An Old Fashioned Soda Cracker, said: "No! I will not betray another

slaves like the rest of you. She owes

Then she threw back her head and preminently in the Panama Canal pur-

said: "No! I will not betray another girl's freedom," and despite prayers and threats, she marched back to the subway and came home.

In Harlem Court to-day and sneered at this questions. Bertha Blackman does not believe in courts. She does not believe in law. She is an Anarchist and thinks and lives an Anarchist's thoughts and life.

She had been brought to court on a summons obtained by Charles Franklin, a lawyer, of No. 150 Nassau street, for Julius Hackman, who has a laundry at No, 1518 Lexington avenue. Julius, who is Bertha's cousin, has five hrothers and four sisters to look after. One of the sisters, fod an a great admiration for her Anarchist brother's commands, Hadle frequenty.

In different at times and at other definite, and despite prayers and despite prayers and theads, who has marched back to the Subway and came home.

Too Much for Magistrate.

Yesterday Blackman appealed to Magistrate in a severely place in the Magistrate Crane to help him. Bertha. Magistrate Crane to help him. Bertha. Magistrate in a severely place in the Magistrate Crane to help him. Bertha. Mag

four sisters to look after. One of the sisters, Radie, who is fifteen years eld, had a great admiration for her Anarchist cousin, Hertha. Despite her elder brother's commands, Radie frequently went with Hertha to Anarchist meet-level with the Cleveland police.

PILES CURED IN G TO 14 DAYS. PARO OIN 14 IT is guaranteed to egree the with the Cleveland police.

As went speece for "Raisda." For quality was with the understanding that other witnesses were to appear.

MR. WM. PRENDERGAST. MRS. PRENDERGAST. COUNT RASPONI. MRS. JOEL RATHBONE. MRS. AGNES SAMPSON. MISS A. W. SAUNDERS. MISS A. C. SHACKLEFORD, MRS. WM. H. SCUDDER. MISS GLADYS CUPPLES SCUD-MISS MAUDE SCUDDER. MISS MARTHA CUPPLES SCUD-

MRS. CORDENIA ARNOLD SEVER-

MR. ERNEST R. SHARP. MRS. MARIA DA SILVA. MR. R. N. SLATER. MRS SLATER. MR. S. H. SMALLMAN. MISS SARAH LUCILLE MELLON MRS. SMALLMAN. MR. J. WALKER SMITH MRS. MARY E. SMOOT. MISS J. D. SMOOT. REV. THADDEUS A. SNIVELY. MR. W. SNYDER. MRS. SNYDER. MISS MOLLIE SNYDER. MISS LOIS SNYDER. MR. ROBERT W. SNYDER. MRS. SNYDER. MR. WM. SOLBACK MRS, J. L. STACK. MR. S. EARLE TAYLOR, MR. A. ALONZO TEETS. MR. SEYMOUR S. TITUS. MRS. TITUS.
MISS M. A. TWEEDIE.
MRS. KATHERINE VAM LOO. MR. GEORGE E. VAN WOERT, MR. ALDEN E. VILES. MRS. VILES. DR. A. G. WAGERS. MRS. HOMER WAKEFIELD. MISS ELIZABETH WAKEFIELD. MISS HARRIET WAKEFIELD. DR. MARTIN E. WALDSTEIN. MRS. WALDSTEIN. REV. J. W. WARD. MRS. O. A. WASHBURN. MISS K. G. WELLING. MR. A. A. WHITE. MISS JEAN WHITING. MR WHITLOCK. MR. GEO. B. WINSHIP. MRS. WINSHIP.

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# Wireless Could Have Saved Many ot Bourgogne Disaster Victims.

atlantic ships were equipped with wireless telegraph instruments-when, indeed, the predictions that such equipment was possible were being generally ridiculed-the French liner Bourgogne, in a dense fog like that of to-day rammed the British steel sailing vessel Cromartyshire. She sank rapidly. Out of her company of 739, 580 lost their lives. Of her passengers, none of the 184 in the first cabin was saved, and to protect them from mobis. only 51 from the steerage and second cabin. Of the crew of 222, 105 were saved. Only one of those was a woman. These were all picked up by boats from the Cromartyshire, which stood by, badly crippled. Long after the Bourgogne sank the steamship Grecian. of the Allan line, came upon the Cromartyshire and towed her into Halifax with the survivors.

The first news of the disaster became known on their arrival at Halifax July 6. Vessels which went to the scene of the disaster found evidence that many a poor soul had flickered out of the bodies of passengers of the Burgogne four days after the ship sank, after days and nights of clinging to bits of wreckage and overturned boats. Many of these people could have been saved were wireless equipment then in use. The Bourgogne disaster was blamed

upon the Bourgogne by the courts. It was shown that she was coming toward the Atlantic coast by a course eighty miles north of the route laid out by a commission of steamship men for west bound summer steamers. In the fog she struck the Cromartyshire forward and sliced off her bow forward of the foremast. The bow of the Bourgogne was crumpled and her sides torn away, so that nearly all her water-tight compartments on one side were torn away She listed heavily at once, and only the lifeboats on the submerged side were available. The boats on the other side were filled with passengers, but none was cut loose, and the people in them went down with the ship. The

#### FOUR REVENUE BOATS GOT THE CALL FOR HELF

WASHINGTON, Jan. 23 .- Capt. Mc Allister, chief of the revenue cutter service, has reports that the wireless mes sage sent out from the sinking steamer Republic had been picked up by no less than four Government vessels, each of which made all haste to the scene of

The nearest of them was distant about three and a half hours' run. One of the cutters was at New Bedford, one at Watch Hill and one off Cape Cod, while the dereilet destroyer Seneca was cruising off shore searching for a wreck at a point about forty miles away from the place where the stepublic was said tobe slowly foundering.

#### TRY THIS FOR YOUR COUGH

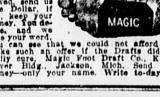
Mix two ounces of Glycerine with a half ounce of Virgin Oi of Pine compound pure and a half pint of straight Whiskey. Shake well and take in doses of a teaspoonful every four hours. This mixture possesses the healing, healthful properties of the Pines, and will break a cold in twenty-four hours and cure any cough that is curable. In having this formula put up be sure that your druggist uses the genuine Virgin Oil of Pine compound pure, prepared and guaranteed only by the Leach Chemical Co., Cincinnati, O.

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sailors and steerage passengers, who fought their way into the other lifeboats and rafts, cut away their own Passengers who rose to the surface after the Bourgogne sank were driven away from the lifeboats, their hands were mashed as they clung to the gunwales, and there was evidence that many were clubbed and stabbed. public sentiment that when the rescued

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was practically helpless and bedridden y years from Double Rupture. Doctors many years from Double Rupture. Doctors said I would die if not operated on, but I fooled them all and cured myself. I now want to save every ruptured person from the suffering and torture I endured and will gladly send the cure free by mail to any one who writes for it.

Do not delayaccepting my free offer because your rupture is small, or you have a truss that holds, for you will find, as I did, that in spite of trusses your rupture will gradually grow worse. In my case another came on opposite side and I got so bad that no truss could hold. I am not a doctor, but I know more about curing rupture than any doctor in the coun-

I am not a doctor, but I know more about curing rupture than any doctor in the country. No matter how large or complicated your rupture, nor what your age or occupation, my discovery cannot fail to cure you without pain, or stopping work. Be sure and mail the coupon below to-day and stop all truss wearing and danger of strangulation forever.

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Address .....

1909. HUGH M'CLUSKEY.
Funeral on Sunday, Jan. 24, 2 P. M.,
from J. W. Fitzpatrick's, 377 Third av. LILLIESKOLD .- On Jan. 22, 1909, at his residence, 611 Vanderbilt av., Brooklyn, ANTHONY A. LILLIESKOLD, beloved husband of Helen J. Steers. Funeral services 2 P. M. Sunday

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